

While the decorative work around the five large windows is in perfect accord with the other arguagements of the room. From the grand salon there are three doors leading respectively into the eastern reception parlor, the grand entrance, and the corridor around the Frankinsirect court.

A VIEW OF THE DINING-ROOM.

A VIEW OF THE DINING-ROOM.

Ghotostaph by D. van den Burg, with Campbe II & Co.; gards such a grand and the heavy Willton carpet of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the beautifully carved chairs and tables—indeed, the entire workman. The complete of rich dark green, the complete of tables—indeed, the entire workman. T

ered into the library. Here the same artistic taste is displayed on every side. A
decided contrast between the finish of the
pariors and that of the library is strikingly pleasing. By reason of its location
abundant light for the library is secured.

Two windows overlook Franklin
street and one Jefferson street.
The entire room is finished in a rich, dark
mahogany, beautifully polished and
carved. The hook-cases, tables, and
chairs, are similarly designed, and a car-

carved. The book-cases, tables, and chairs, are similarly designed, and a carpet of delicate olive corresponds with the coloring of the celling. The costly paintings, the massive only clock, the chandeller in the centre, have all been selected with an eye to taste.

From the library one enters a hallway, along which is the office for ladies, an elevator, and various other conveniences. Along the entire defersion-street front extends a hall which intersects the hall.

The crowning triumph of the entire structure in many respects is the grand dising-room. There is no language which can give the reader a complete idea of this magnificent department. To say that it is a work of art is a mild statement. A room with such dimensions and requiring such appointments as to be in accord with the rest of the palatial structure without having an appearance of gaudy and heavy display is far too seldom seen. There must be not only richness

cordant. Severity of form may be modified by brilliancy of color, and what might be otherwise pronounced excessive simplicity may be strengthened by boidness in decoration.

All these points have been scrupulously

All these points have been scrupulously observed, and the result is a master-piece of architecture and art combined. No one style of architecture has been employed in the grand dining-room. Choice features from several types have been so blended as to produce variety, originality, and beauty. Doric, lonic, Corinthian, and Italian renaissance are all employed, the latter having the most conspicuous part. The general effect is dazzling, exquisitely beautiful. Richness of coloring and decoration is employed to the best advantage. New beauties are continually being discovered, and the whole is faultiess, pleasing to the sense of sight, and grand in conception.

The grand dining-room is 165 by 46 feet in dimension, and is divided into three smaller apartments, each 46 feet square. The ceiling of the room is of papiermache, handsomely mouided and decorated with vari-haed plastering effects. The room extends the full width of the building along the Main-street end on the second floor. There are eight large windows above the rotunda and aine opening over Main street. Three windows of similar size open over Jefferson street and three at the eastern end of the room. Gold and blue are the principal colors of the ceiling. The magnificent archivars, over which are the walls, finished plilars resting against the walls, finished plilars resting against the walls, finished

rich | garden, and to the front, are two hand some loggias.

The roof gardens will accommodate 1,99 people. Concerts are to be given free
to guests, and there is a separate pas-

United seen.

Two bridges seen.

On the first bed-room floor opening on the ornamental portice overlooking Franklin street are two of the bandsoment bridge suites to be seen in this country. They consist of parior, bed-room, and bath, and are fitted out with white maple, exquisitely carved, with natural finish. Mirrors are set in the walls, and the ceilings are highly decorated with papier-mache effects. Both have long windows opening on the Franklin-street loggia, which, with its stately marble columns, adds much to the benuty of the building when viewed from Franklin street.

There are in all \$25 bed-rooms, thirty-four of which are set aside for employes. The guest chambers are beautifully arranged and furnished. The ideas of comfort and convenience have been uppermost in the minds of those in charge, though they have overlooked nothing that could add to the appearance of the various apariments. The majority of the bed-rooms on the first, second, and third floors are arranged en suite, with marble baths attached, while those on the fourth and fifth floors, which are finished with equally as much elegance, are built singly and have enamelled baths.

HOW THE BOOMS ABE EQUIPPID.

HOW THE ROOMS ARE EQUIPPIP.

On the first floor there are eighty-five bed-rooms; on the second, there are seventy-nine; on the second, there are seventy-nine; on the third, seventy-lines; on the fourth, sixty-five; on the fifth, twenty-six, and on the mezzanine floor, which is let in just above the disingroom entrance, there are fourteen. They are all finished naturally in express, and the walls are of King's cement, delicately tinted. Some of the rooms have open fire-places and others have steam radiators in them. All have mantels and stationary wash basins, and over both the wash basins and the mantels are let in the walls handsomely bevelled mirrors. Toilets are on every floor and at each end of the building. The halls throughout have radiators and are lighted with electricity and gas, as are also the rooms. The electric wires are out of sight, and are encased in small brass tubes, so that they can be repaired at any time without defacing the walls.

Each room is equipped with a Herzog tellesame, a newly-patented invention to supplement the usual call-bell. It is a circular register, on which the names of almost everything that might be wanted by a guest is displayed. By turning an indicator so that the point rests over any article desired, and then pushing a button, the want is registered in the office, thereby saving time for the guest and walking for the bell-boy, The invention is unfaulted and walking for the bell-boy.

THE ROOF GARDENS.

The Roof Gardens.

To have the palatial hostelry complete throughout, roof gardens have been constructed in a particularly attractive way. They are reached from the ladies' billiard parlor on the fifth floor, overlooking Jefferson street. The Main-street garden is a beautiful spot that will in summer attract the guests during the evening hours especially. It is 140 by 46 feet, and commands a magnificent view of the geometry for miles around in every direction. Beautiful landscapes on the Chesterfield side and up and down the historic James will be heartly enjoyed by every one who takes a view from the roof gardens. The floor is of state blocks some twelve inches square, and the garden is surrounded by a terra cotta balustrade with handsomely monided fron girders reaching sixteen feet from the floor and extending out eight feet into the garden surrounding it. These will be used for spreading an awning for shutting off the rays of the sun when necessary. The centre of the garden is not so protected.

A stage 26 feet wide and 20 feet deep has been erected at the east end of the garden. This is arched over with paptermache finish of a classic design, and adds much beauty to the garden.

On the Franklin-street side of the building is another roof garden, smaller than that on the Main-street side, but

lar size open over Jefferson street and three at the eastern end of the room. Gold and blue are the principal colors of the ceiling. The magnificent archivary, over which are the two clocks in gold and blue, the splendidly decorated pillars resting against the walls, finished in hard wood, with dark red panels, the eighteen heavily ernamented bronze chandelers, one for each square in the ceil-

by expert judges the best specimens of workmanship they ever saw. They are supplied with all the latest improvements for safety and service. The Hartford Boiler Insurance Company's inspector examined them carefuuly, and pronounced them model achievements in boiler-making. They control the hydraulic pumps and elevators, the compressors and small motors for the artesian wells, pumps for hot and cold water for the house, and the tanks on top of the hotel. The size and extent of this great structure may be imagined when the figures for its length—340 feet from Main to Franklin street, and width 140 feet, and height five and six stories—are given, yet these form scarcely any adequate idea of the space covered by it. Its appearance at night, lighted by the thousands of electric lights, which illuminate it from top to bottom, is a wonderful sight. THE MANAGERS.

top to bottom, is a wonderful sight.

THE MANAGERA

The gentlemen who will run this great undertaking are chosen for their long experience and capability in the hotel business. They are Messra Allen Ainsle, late of the Drummond House, Boston, and the Glen House, White Mountains, N. H., and Mr. William H. Webster, late of the San Marco Hotel, St. Augustine, Fin., and the Maplewood Hotel, White Mountains.

They will be assisted by an able corps of clerks, book-keepers, and assistants.

In the dining-room will be seventy-five waiters, all colored men. There will be twenty-two bell boys (colored). Four white men will run the elevators, and there will be four colored front-door men. Twenty white chambermaids will be brought from the North, and six house-keepers and assistants, all white, will also be brought here. The kitchen and pantry will require the labor of at least fifty people, and in all 250 people will be needed to keep this great institution moving every day. While the majority of the accommodations for travellers is en suite-parlor, bed-room, and bath-there will be keept many desirable single rooms for commercial travellers.

location, and for commercial men if per day; a limited number at \$150 per day. These rates are for the American plan. The prevailing rate per month will be \$100 and upwards. The grille and indies cafe will be upon the European plan exclusively.

The new hotel's emniouses, made after handsome and unique design, with drivers in appropriate livery, are already to be seen at the doors of "The Jefferson."

Flowers and palms and evergreens will wave their welcome to visitors and guests on Thursday, Music will enliven the occasion, and every one will congratulate for having given Richmond a palastial hotel, of which any city in the world might justly be proud.

Rev. Dr. Lafferty's New Lecture, Rev. J. J. Lafferty, the editor-lectures will give a second second commercial men is per day.

These rates are for the American plan of the trip became more encouraging. It was a dangerous undertaking for Mr. Leonard, but after an absence of the name and unique design, with drivers in appropriate livery, are already to be seen at the doors of "The Jefferson."

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Rev. Dr. Lafferty's New Lecture, Rev. J. J. Lafferty's New Lecture, will give a second for the rank of the trip became more encouraging. In less than half an hour the second engineer had worked up to a speed of between sixty and sixty-one miles an hour. This was gratifying to everybody, and with a good track ahead many mission of the trip became more encouraging. In less than half an hour the second engineer had worked up to a speed of between sixty and sixty-one miles an hour. This was gratifying to everybody and with a good track ahead many mission of the trip became more encouraging. Everybody was wide-awake now, and an appropriate livery, are already to be seen at the doors of "The Jefferson."

As the train speed on, On either side of the Franklin-street side of the building are the two massive towers. At first it was decided to have only one tower, but afterwards it was seen that two would have a more striking effect, and serve to relieve any suggestion of monotony. The two towers make a pleasing variety, and greatly embellish the Franklin-street portion of the structure, at the same time adding to its stateliness and permitting the hotel to be located from almost any portion of the



As the trein sped on, its pace gradually increased, till the passengers timed it between stations, an hour after starting, at about fifty-eight miles an hour. This announcement cheered the reconjectnasers up somewhat, and they, one by one, went to sleep.

The engineer and fireman stuck to their work and their energies were later rewarded with encouraging calls and their energies were later rewarded with encouraging calls and their energies were later rewarded with encouraging calls and their energies were later rewarded with encouraging calls and their energies were later rewarded with encouraging calls and their energies were later rewarded with encouraging calls and Toledo was gained at 7.01.38 A. M., just as the record hunters had finished their meal. In making the run of 123.4 miles in one hundred and twentyfour minutes and thirty-live seconds an average was attained of 62.50 miles an hour.

Another flying switch was taken here, with a door of the train to keep the cows off, but I guess we are going fast enough to prevent their entrance through the rear door.

"Now wait a moment till you feel a slight sway or a joit," continued the official. "There it comes, That is the result of an almost imperceptible imperfection in the laying of the rails. When the superintendent comes over that place he will have it repaired immediately." All kinds of construction, rails, defects, &c., were explained by Mr. Webb to his listeners, who by this time had no fear that the old records would stand.

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Another flying switch was taken here,

To lead was gained at 7.01.22 A. M., just as the record hunters had finished their meal. In making the run of 123.4 miles in one hundred and twentyfour minutes and thirty-live seconds an average was attained of 62.50 miles an hour.

Another flying switch was taken here, with a delay of two minutes and thirty-live seconds, and the run began over the Toledo Division for Cleveland, 197.5 miles away, at 7.04.07 A. M. Although at this time a little-behind the world's record, Mr. Webb was hopeful of catelying up, and he instructed the engineer to do his best. The run to Cleveland was unevenful, except for a few spurts, when a speed of about sixty-five miles was reached at times.

The train pulled into the union depot in the Forset City at 8.15.13 A. M., coverling the 105.8 miles in one hundred and six minutes and six minutes and six six seconds. An average of 62.15 miles an hour.

It only took one minute and twenty-five seconds to change engines here when the start on the Eastern Division to Buffalo was made. At one of the crossings on this run occurred the first unscheduled stop. About thirty miles east of Cleveland a signafman stood in the middle of the track waving his little red flag.

The engineer shut down his brakes suddenly, nearly throwing, the passengers out of their seats. Everyone rushed out. The flagman said that he had broken a rail while spiking a switch and he was afraid to let the train go over it at a high rate of speed. He was complimented by Mr. Webb for his care and attention, and, after hastily examining the break, the Vice-President decided to run his train over it slowly. At least five minutes were lest by this stop, but it was more than made up on the remainder of the run or this section.

Erie was reached at 10.30.17 A. M. The last section of 95.5 miles was made in eighty-five minutes.

eighty-five minutes.

A copy of the resular edition of yesterday's Chicago Tribune was brought to the World office from the train by Mr. Charles J. Powers, a member of the staff of the Chicago paper, who had made the record-breaking trip. This is the first time a Chicago newspaper has ever been seen in New York on the day of its publication. cation.

The average time made on the run be-

tween Chicago and Buffolo, a distance of five hundred and forty roller, was at the rate of \$4.95 miles an hour, beating all previous long-distance runs, both here and abroad. The fastest run between New York and Buffelo made last menth was an average of 64.5 miles an hour, while the English record stands at 63.84 miles.—New York World.

The engine made a flying switch. The brakeman brought the cars to a standstill in the rear of another engine, which was waiting to clip minutes on the world's record on the next section of the Journey, 133.4 miles, to Toledo. O. Two minutes and eleven seconds were lost in making the change. Nebody was blamed for it, and with a repetition of the Chicago cry, "Seventeen hours or less to New York!" the train started again.

New York world: miles an hour, while the Enclish record stands at 63.84 miles. New York World.

Miles—New York World.

Advent of The Biescle in Goochland County is two bond. Loney was reported much worse yesterda.

William A. Kemp, charged with the murder of Morris Boyd, was sent on to the grand jury.

The case of fold Johnson, charged with ill-treating two kittens, was continued until next Monday.

Harry A. Fossett, charged fith entering the store of A. Glannotti, with intent to committee larceny, was sent on to the grand jury.

Daylight had now brightened up the "Till tother day, I said to Lize, "I b'liev-grand jury. passengers and breakfast was suggested. As the sun climbed higher and banished the frost and dampness from der un us had saw

Sense he lef' bum wid young Mars Tom, at the 'ginnin' of de wah.

So I hooked up ele Abe, my mule, to de two-wheeled kivered cart,.

Den Lize an' me, we bof clum in, an' was redy fur de start.

Back in dat cart dar was apples, taters, simuons an' pie,

Den dar wus ash-pone an' possum, an' a tickler wid "red eye;"

An' fur dat mule dar was fodder-cle Abe wus as full of pranks.

An' had 'bout es many notions as de Whig platform hed planks.

We drive 'long down de big road, de sun was a shinin' bright.

An' de buil's-eye watch in my veskit gin me les' eight hours 'fore night;

So we josged 'long kinder slow like, an' ajoyin' of de breeze,

List'nin' to de birds a-singin', 'long de road up in de trees.

We wade fru de Big Lick ribber, den started 'long up de hill.

Whar de road ben like a hoss-shoe jus' dis side ub Dover Mil.

Bout dat time I hearn a ringin' like ele Missus siver bell
"Ding, ding, ding, ding, ding, ding, ading," but what 'twas I couldn't tell squint one eye 'long de road, an' I 'clar I like ter bust.

When I seed dat thing a'comin' all 'velped in de dust.

more An' axed me wid sum few cuss words "Has you seen my bicycle?"

I answ'd back kind sassy like, es I didn't kno what war ment,

kno what war ment.

Told him "look 'hind dat sas'fras bush, he'd find some kind er varment."

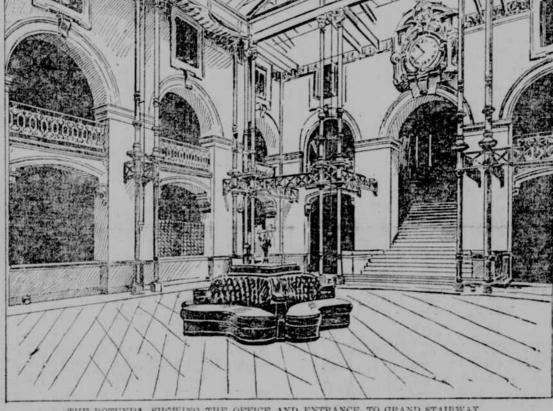
I den hooked up and driv down here, whar things change every minit.
An fur gittin' dar wid boff yer feet, Goochlan' county ain't in it.

E. PLURIBUS. Barton Heights, Oct. 23, 1895.

Justice John's Court.

The following cases were disposed of in the Police Court yesterday:
Lonnie Terry, who is charged with shooting Lewis Loney, was admitted to \$500 bail, as he, through his counsel, Mr. D. C. Richardson, established an althi. Mr. W. S. Gunn, Terry's employer, went on his bond. Loney was reported much worse westerda.

Read the great "sale" ad. of Meyer's on Page 3.



THE ROTUNDA, SHOWING THE OFFICE AND ENTRANCE TO GRAND STAIRWAY.

(Photographed by D. van den Burg, with Campbell & Co.,

city at a giance. The towers are 12 feet
above the Main-street level, and by reason of the eminence on which the hotel
is constructed, attain an altitude of ten
feet higher than the City Hall tower.
Each has an observatory, which is accessible by flights of steps from the roof
garden. In the easterly tower is the
master clock, which is spintonized to
the United States observatory time, and
which regulates all the other twenty-forclocks recattered through the building.
This massive clock has a pendulum fifteen
feet long. The two towers are surmounted by flag-staffs, where the national
and State colors are displayed. The win
dows are shaded on the outside by attractive striped shades.

A very interesting feature of the hotel
is the large and extensive plant in the
basement for the furnishing of power to
run the electrical attachments of the
house. Four large dynamos are to
seen, from the general care, A speed
front door of the forward car. A speed
of over sixty-three miles an hour had
then been reached, and it was the begining of the best part of the road between
Chicago and Ethart, Ind., a distance
of \$7.4 miles. Mr. Webb was hoping that
the pace would keep up and possibly
increase. It did increase a little, but
not sufficient to break a world's record,
for the train stopped in the Ethart
they are applicating, and when they
were not applianding they were listening as if their lives depended on
what was said. He is rare, unique, inthey interesting feature of the hotel
is the large and extensive plant in the
basement for the furnishing of power to
run the electrical attachments of the
house. Four large dynamos are to be
seen, from the General Electric Company, having direct connection with ideal
engines, and here is the principal.

A NEW RAILWAY RECORD.

Chicago to New York, 923 Seconds.

seen, from the General Electric Company, having direct connection with ideal engines, and here is the principal switch-board, from the Westen Company, which board controls all the lights and power of the huse, together with the four elevators and two refrigerating machines.

Chicago to New York, 980 Miles, in 17 Hours 45 Minutes 23 Seconds.

Two men left Chicago yesterday morning and attended five different theatres in New York last night. Gld Father Time, who has been demanding for

FOUR IMMENSE BOILFRS.

The boilers, four of them, of 125-horse power each, are the output of the Richmond Locomptive and adding Works.
They are the first of the kind ever seen in this country, and have been pronounced

Chicago to New York, 980 Miles, in 17

in New York last night. Old Father Time, who has been demanding for many years that travellers spend at least twenty-four hours on the journey between these two cities, received a severe shock yesterday morning when Third Vice-President H. Walter Webb, of the New York Central railroad; Arthur Leonard, his private secretary; two newspaper correspondents and several officials of the Lake Shore and Mibbligan Southern railroad boarded a train in Chicago and left the Lake Shore Depot with the cry. 'Seventeen hours or less to New York'.'

This shout was supplemented with the explanation that old Father Time was only to be attacked on the run from Chicago to Buffalo.

Exactly at 3.29.27 o'clock A. M., Chicago time, this enterprising little party left the Lake Shore depot in Chicago on their exciting contest against all previous records. The two Wagner drawing-room cars, Madagascar and Esmeralda, with Mr. Webb's private house car Ellsmere, made up the train. These are three of the best equipped cars and heavest of their kind in existence, weighing in all about 304,500 pounds, or over 182 tons.

The engine which carried the expedition over the first section of the record-breaking tour, together with its tender loaded with coal and water, weighed about one hundred and eighty-four thousands pounds more, making the total weight of the whole outfit about Time, who has been demanding for

weighed about one hundred and eightyfour thousands pounds more, making
the total weight of the whole outfit about
two hundred and forty-four tons.

The start was made in the dark. The
myriads of red, green and white signals in the depot yards were passed at
a lively rate, and before the members
of the party hist time to make many
remarks the outskirts of the prairie
metropolis had been passed. Vice-President Webb was the most anxious of
the party regarding the success of the
trip, and when the first little suburban
sta er was passed at a speed of about
fifty miles an hour he had grave doubts
as to the success of the attempt. At
first no one had any explanation to
make why a higher speed had not been
attained, but soon a volunteer, in the
person of Arthur Leonard, Mr. Webb's



THE FRANKLIN-ST REET COURT AND THE VEILED STATUS OF JEFFERSON, O'Dote graphed by D. van den Burg, with Campbell & Co.)

A CORNER OF THE GRAND SALON, SHOWING ONE OF THE SMALL PORTIONS TO THE RIGHT. (Photographed by D. van den Burg, with Campbell & Co.)